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WINE AND SPIRIT MERCHANTS

ESTABLISHED A.D. 1841.

ALEXANDRA BUILDING
Hongkong, 4th January, 1908.

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Correspondents must forward their names and ad-
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DEATH.

On December 10th, at Cardiff, Thomas Williams, aged
92 years, beloved father of F. C. Wilford, Hongkong, aged
92 years.

HONGKONG OFFICE: 10A, DES VŒUX ROAD G.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JANUARY 10TH, 1908

The mischief of the immigration trouble
between Japan and the United States is
this, that even if the two Governments
amicably arrange a restrictive policy, they
cannot carry it into full effect by their own
efforts. Japan appears honestly intent on
arranging a *modus vivendi* with both Canada
and the United States, and the Govern-
ments of those two territories are disposed
to give Japan as much "ropes" as their
constituents will permit. It appears that
in the result all the Governments are com-
paratively helpless, and that before there
can be complete satisfaction all round, some
arrangement on a far wider basis will have
to be made. For instance, the Government
of Mexico will have to co-operate. With
respect to Chinese immigrants, it looks as
if they were already doing so. The coolie
trade from here to Mexico is at present
practically at a standstill, the medical re-
presentative of the Mexican Government in
Hongkong having been refusing about
eighty per cent of the Chinese coolies who
present themselves as emigrants for the
ships leaving here for Salina Cruz. Ost-
ensibly, these rejections are being made
on the ground of an infectious eye-
affection, but it has been suggested to
us that it is not improbable that the
Mexican Government has been approached

by the United States with regard to the
steady exodus of its imported labourers
across the border into American territory.
It is certain that Mexico would not refuse
so many emigrants without sufficient
reason, as there is a big and steady demand
for labour there. If it should prove that
the Mexican authorities are amenable to
requests from Washington, it is safe to
prophesy that they will soon be taking a
hand in the American-Japanese negotiations
regarding Asiatic immigration. According
to our latest information, Japanese are pour-
ing across the Mexican border into America
in "thousands." These are for the most
part men imported to work on the Mexican
railways. It is admitted that the Japanese
Government is scrupulously adhering to the
agreement it made with the United States,
and refusing passports to any of its subjects
of the labouring class that will allow them
to go to the mainland of the United States,
but so far it has had no occasion to refuse
passports to labourers ostensibly going to
work in Mexico. These do go to Mexico, but
once there the mysterious attraction of the
American States, probably the notoriously
high wages of the Western States, pulls
them toward the Rio Grande, and they are
not long in finding their way over. The
American Bureau of Immigration has
inspectors stationed along the border, but
it is obviously impossible without a large
army to guard adequately hundreds of
miles of river-bank and desert. The
Japanese are believed to get and study
road maps of the country, and to be in-
formed of places where, after crossing, their
own countrymen will help them. Once
inside, under present arrangements, they
are safe, so far as the Immigration Bureau
is concerned, as Japanese residents are not
registered for identification as are the
Chinese. Something of the same sort is
said to be happening on the northern
boundaries also. The New York Tribune
declares that the immigration laws are
powerless to check the flow from Canada
southwards. "Hundreds of the Japanese
who arrived during the present year at
Canadian ports had no intention to settle
in Canada, but found it easy to slip across
the Canadian frontier into the States, and
accordingly preferred to travel via the
Dominion. Realizing this fact, the authori-
ties have recently been in communication
with the Canadian Government, the result
being that increased vigilance has been
exercised." It is obvious that some wider
international arrangements are called for.

The French Mail of the 10th December was
delivered in London on the 8th inst.

Mr. Leonard Dudeney, formerly of Shanghai,
was lecturing at Aldershot last month on
"White and Yellow People."

Two newly elected Fellows of the Royal
Colonial Institute are Messrs John T. Mitchell
and F. Gordon Penney, both of the Straits
Settlements. The latter was at one time
Colonial Secretary.

E. Grant Richards has published "Peking
to Paris: an Account of Prince Borghese's
Journey Across Two Continents in a Motor-
Car." The book is the work of Signor Barzini,
the Italian journalist who accompanied Prince
Borghese, and it is the only authorised account
of the race so far as the winning car is
concerned, Prince Borghese himself having
contributed a lengthy introduction. There are
about 100 illustrations.

Among Mr. Murray's forthcoming works is
"The Life and Career of Lord Macartney,
the first British Ambassador to China," by
Mrs. A. G. Robins. Macartney, the friend of
Fox and Burke, and son-in-law of John Earl of
Bute, was in turn Chief Secretary of Ireland,
Governor of Canada, Envoy at St. Petersburg,
Governor of Malra, Ambassador at Peking,
concluding his busy public career by becoming
the first English Governor at the Cape.

The month of February will see important
changes amongst the senior officers of the 3rd
and 4th Battalions of the Middlesex Regiment,
the commands of both falling vacant in that
month. On the 17th February Colonel W.
Scott-Moncrieff will retire from the 3rd
Battalion, at Hongkong, and on the 24th
following, Colonel G. B. Lempriere will retire
from the 4th Battalion, which will then be
stationed at Dover. The commands will be
filled by the promotion of Major C. R. Dyer,
second in command of the 4th Battalion, and
Major R. de H. Burton, second in command
of the 3rd Battalion.

A very small man was placed in the dock, and
an unusually large Japanese sword, having a
blade at least an inch and a half broad, was
placed on the table at the Police Court yester-
day morning. The man was a juggler, and was
charged before Mr. Gompertz with being in
possession of arms without a permit. The
sword was his means of livelihood, for he earned
his daily rice by showing it down his throat to
the hilt. Mr. Gompertz returned the lawbreaker
to the Captain Superintendent of Police, and
Captain Lyons made things legal by issuing a
permit to the juggler to carry the sword.

The attractive time ball tower erected on
Signal Hill, Kowloon, and designed by Mr.
A. O. Little of the Public Works Department,
is now ready for use. It is a fire proof
structure, 40 feet in height, and can be seen
from almost every part of the harbour.

We are requested to draw special attention
to the announcement in our advertisement
columns, that Francis J. Flano, M.D., C.S.D.,
an authorised exponent of "Christian Science,"
is to lecture at the Theatre Royal on Jan. 23rd
under the chairmanship of the Hon. Mr. H. E.
Follock, K.C. The local society has a large
membership, and it regards this lecture with
considerable importance. The public are invited
to attend, free.

The Birmingham Post correspondent says—
I am told by a prominent Japanese authority
that a fair proportion of the charges for four-
and-three-quarter millions sterling, which was
paid over by the Russian Ambassador to the
Japanese Ambassador here in respect of the
cost of the maintenance of Russian prisoners
by Japan during the war, will be employed in
the purchase of material for army and navy
purposes, and the building of a number of new
vessels of war. The residue, amounting to
perhaps two millions, will be retained for the
Japanese Government's ordinary financial
service.

It is reported that on the return of Their
Excellencies Sir Frederick and Lady Lugard
from Canton, they will receive an official visit
from His Excellency the Governor of Macao
and Madame Continho. The Portuguese
visitors are expected to arrive on Sunday, and
on Monday there will be official dinner at
Government House, to which the following
have received invitations:—Miss Sloan, Mr.
and Mrs. Pemberton, Mr. and Mrs. Laferriere,
Mr. and Mrs. Loefer, Lieut. Satterthwaite, Mr.
and Mrs. Collingwood, Mr. and Mrs. Murray,
Major Ross, Mr. A. J. Williams, Mr. H. F.
Chard, Capt. McCulloch, Capt. Brierley, Mr.
and Mrs. James, Capt. Dwyer, Mr. and Mrs.
Hoeh, Mr. and Mrs. Baber, Mr. E. S. Car-
ruthers and Miss Evis.

Miss Clara Bloodgood, the well-known Ameri-
can actress, has committed suicide by shooting
herself. The unfortunate lady is said to have
been suffering from nervous prostration. In
private life she was the wife of Mr. William
Lumbe, who lives in New York, and is a
distinguished member of the "Four Hundred."
Miss Bloodgood had made for herself a consid-
erable reputation as an actress, and was touring
in Mr. Clyde Fitch's "Truth," the play in which
Miss Marie Tampest was recently seen in Lon-
don, at the time of her death. She made her
first appearance on the American stage at the
Empire Theatre, New York, under the
management of Mr. Charles Frohman, less than
ten years ago, and rapidly rose in her profession.
Her most recent successes were achieved in
"How he Lied to her Husband," and as Violet
in another of Mr. Shaw's plays, "Man and
Superman."

A BLUEJACKET'S DEATH.

At the Magistracy yesterday afternoon before
Mr. H. J. Gompertz sitting as coroner, and
Messrs W. D. T. Turner (foreman), J. H.
Kaptyn and J. E. Meyer, jurors, an inquiry
was held into the cause of death of Signalmen
R. H. Street of H.M.S. "Tamar," whose body
was found in the harbour on December 22nd.

Leung Fong, a fitter residing at 35 Connaught
Road, stated that while passing Bank Wharf he
saw, an Englishman singing and a crowd of
Chinese looking at him. The Englishman threw
his cap into the water, continued singing as he
walked down the steps of the pier, then jumped
into the water and swam out about two lengths.
Witness went on his way, and did not see the
man again. There were no swimmers in the
vicinity, but the man in the water called out
twice for one. He was dressed like a man-of-
war's man.

The Coroner—You didn't think it necessary
to interfere and help him to get out of the
water?—He could swim.

Did he appear to be in difficulties or was he
swimming freely?—He was swimming very fast
and singing all the time.

Did you hear a man was missing?—No.

Could you tell what ship this man belonged
to by his hat?—No, I cannot read English.
James Macdonald, signalmen at the Peak
Station, knew the deceased who was signalmen
on the "Tamar." On December 19th witness
met deceased at the Naval Canteen at about
6.30 p.m. They had two drinks together, and
left the Canteen shortly afterwards. Deceased
then said he was going to the Royal Engineer
canteen. Witness went to that canteen shortly
after nine o'clock, but did not see or hear
anything of deceased, who had "two or three
drinks in," but was not drunk when witness
last saw him.

A Hyndman, ship's corporal on H. M. S.
"Tamar," said he passed the liberty men on
December 19th. Deceased went ashore and had
not returned at seven next morning when his
leave was up. Witness next saw his body at
the Mortuary on December 22nd.

The staff surgeon of the "Tamar" said he
made an autopsy of the body of deceased, and
the condition of the lungs led him to believe
that death was due to drowning.

The inquiry was adjourned, so that further
formal evidence might be called.

NINE RACES WITH A CHINESE
PRESIDENT.

Students from nine different countries have
formed an interesting club at the University of
Chicago and have elected a Chinaman president.
V. T. Hsu is the head of the new organization.
The countries represented in the club are
China, Japan, India, the Philippines, Russia,
Norway, Germany, France, and the United
States. The students will speak Esperanto at
the club meetings.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

ENGLISH WEATHER.

LONDON, January 9th.

A blizzard has succeeded the heavy
frost, and has caused enormous dam-
age on land and sea.

PRUSSIAN BUDGET.

LONDON, January 9th.

There is a deficit of two and a
half millions sterling in the Prussian
budget, an increase of eight per cent.

LANCA-HIRE CRISIS.

LONDON, January 9th.

The dispute between cotton millers
and their operatives is increasing in
extent.

[REUTERS' SERVICE.]

THE LONDON "TIMES."

LONDON, January 7th.

It is officially announced that negotiations
are proceeding for converting the Times into
a Limited Liability Company, with Sir
Arthur Walter, Chairman, and Sir Arthur
Pearson, Managing Director. The latter to
reorganize the business management, the
editorial character remaining unchanged.

THE INTERNATIONAL COTTON
CONGRESS.

LONDON, January 7th.

The International Cotton Congress in
Manchester has approved of the principle of
purchasing a plantation from the United
States by a European Company.

CANADA AND JAPAN.

LONDON, January 7th.

M. Lemieux at Vancouver, opined that
a solution of the Japanese immigration
difficulty was able to be reached, and said
that the negotiations in Tokyo were of the
most friendly nature.

THE MOUNT ROYAL.

LONDON, January 7th.

The Mount Royal reached Queenstown on
the 3rd instant. Her boilers started leaking
on the 24th December and she was forced to
put back.

INDO-CHINA.

LONDON, January 7th.

The Paris paper *Depeche Coloniale* in an
article dwells on the dangerous spirit and
the political unrest in Indo-China, similar
to that in India; the result of the establish-
ment of a native consultative Chamber, and
says that natives are possessed with the idea
that France has granted semi-parliamentary
privileges from a fear of the Japanese.

BRITISH TRADE.

LONDON, January 7th.

British imports for 1907 amount to
£345,904,176, against £307,880,500 in 1906.
Exports for 1907 amount to £428,204,596,
against £375,575,938 for 1906.

SHANGHAI TRAM APPOINTMENT.

We learn by mail, from an unconfirmed
source, that the new tramway manager at
Shanghai will be a Mr. Carroll, at present
managing a system in south east London.

DISTURBANCE AT WEST POINT.

Some days ago Tung Chau went to an eating
house at 347, Queen's Road West, and after
having all his wants supplied, disputed the
amount charged by the waiter. As he refused
to settle his account the police were called in,
and their persuasion induced him to pay the
amount due. He returned again to the re-
staurant early yesterday morning, however,
accompanied by seven friends, all of whom
called for "chow." The waiter who was there
on Tung's former visit attended them,
took the orders, and shortly returned with
a heavy laden tray. Just as he placed it
on the table he was seized by the queue
by one of the men, while another dealt
him a blow on the head with a heavy stool.
Then the visitors proceeded to upset tables and
smash the crockery, eventually turning their
attention to the three hanging lamps, which
they also knocked down. These were blazing
on the floor when Inspector Collett and two
lunatics arrived at the restaurant, but the police
quickly extinguished them and arrested the
disturbers. They were charged before Mr.
F. A. Hazeldan at the Police Court yesterday
with disorderly behaviour, damaging property
and assault, and on the charges being proved
were each ordered to pay a fine of \$10.

SUPREME COURT.

Thursday, January 9th.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. A. G. WISE
(CUSTODY JUDGE).

A CROSS ACTION.

Yau Loong sued Dang Chee and Co. to
recover \$394, being balance of account owing to
them by the defendants for goods sold and
delivered. A cross summons was brought by
Dang Chee and Co. against Yau Loong, to
recover \$551.73, being the equivalent of £50,
the amount of damage suffered by the plaintiffs
by reason of the defendants' breach of contract
for the supply of 200 casks of ginger, the con-
tents in the casks supplied not being accord-
ing to sample. In the first action (No. 1653)
Mr. R. D. Atkinson (of Messrs. Deacon,
Looker and Deacon) represented the plaintiffs,
and in the counter claim he represented the
defendants. In the second action (831) Mr. P.
W. Goldring (of Messrs. Goldring and Barlow)
appeared for the plaintiff, who were defendants
in the first action and represented by the same
solicitor.

His Lordship—Can the two actions be taken
together?

Mr. Goldring—I'm going to ask for an
adjournment.

Mr. Atkinson—I must oppose it.

Mr. Goldring—My reasons are that my
clients' executor admits \$333 as due. The
managing partner has ceased to be managing
partner, and I have had considerable difficulty
in getting any instructions. I would ask for
an adjournment on what terms your Lordship
thinks fit. There is no question of the matter
being settled before Chinese New Year.

Mr. Atkinson—The summons has been
adjudged from Friday to Friday for the last
two or three weeks.

His Lordship—They will have to pay for all
that.

Mr. Atkinson—I would ask your Lordship
to give judgment in action 1653.

Mr. Goldring—I have no objection to that
if your Lordship will grant a stay of execution
for fourteen days.

His Lordship—How long do you want the
second action adjourned?

Mr. Goldring—It can be taken in Friday's
list. I want to see the late manager, who is in
Canton, and to get a cheque to pay in. The
case practically resolves itself into an issue, as
to whether surveyors' reports are acceptable
from home.

His Lordship gave judgment and costs for
the plaintiff in action 1653, and stayed execution
until Tuesday when action 1801 will be heard.

A DISPUTED CONTRACT.

The Nam Wo firm brought action against
the Hop Fook Cheung to recover the sum of
\$20418, amount of ascertained and liquidated
damages and loss sustained by the plaintiffs
by reason of a breach of contract by the defend-
ants, dated November 8th, to sell to the
plaintiffs and deliver within seven days, 500
tons of Swatow oil at 14s 11.75 per picul,
and which the defendants failed to deliver.
Immediately after the contract the market
price of the said oil went up, and the plaintiffs
were compelled by the defendants' breach of
contract to buy similar oil elsewhere at a higher
price, and sustained a loss of £204.18. Mr.
Dixon (of Mr. R. A. Harding's office) appeared
for the plaintiff, and Mr. Sargent (of Messrs.
Wilkinson and Grist) for the defendants.

Mr. Dixon informed the Court that there
was a clause in the contract which stated that
if the goods were not taken delivery of at the
stipulated time they would be sold by auction.
On the 6th November defendants said they
could deliver the oil required by the plaintiffs,
and on the 10th, when again interviewed, they
promised to deliver it in a few days. On the
strength of this the plaintiffs entered into a
sub-contract, and later demanded of the
defendants delivery of 500 tons under that con-
tract and 300 tons under a former contract. De-
fendants agreed to deliver the 500 tons if plaintiffs
would take delivery of the 300 tons. Plaintiffs
agreed, and the 300 tons were forwarded and
paid for. Then defendants wanted more time
in which to deliver the 500 tons. On the
14th plaintiffs received a letter from the
sub-contractor demanding delivery of 500 tons.
On the 17th plaintiffs again applied to the
defendants for delivery, and again on the 21st,
when the defendants said they would deliver in
two days' time, as they expected a steamer to
arrive with oil. On the 22nd plaintiffs received
another letter from the sub-contractor demand-
ing delivery and threatening proceedings. On
the 23rd the defendants' folk offered to deliver
200 tons and pay a small compensation for not
delivering the other 300 tons. A letter was
written to defendants informing them that
plaintiffs would not accept this, and a second
one, sent, and registered cover, again
demanded delivery, but had not been complied
with, and thus the plaintiffs were compelled to
buy oil for the sub-contractor at a loss. The
price of oil during this time had been steadily
rising.

After hearing the evidence his Lordship
allowed judgment for plaintiffs with costs.

AMOY RACES.

The following are the results of the first day's
racing at the Amoy winter meeting which com-
menced yesterday:—

Cumulus Cup, Value \$100. Seven Furlongs:
FIREBEE.

Trials Stakes, \$10 each, \$100 added. Three
quarters of a mile: GRAY W.

Po-kee Challenge Cup (Presented) one mile
and a quarter: TITCAT.

Hackman Cup, Value \$100. One mile and a
quarter: FIREBEE.

El Mung Kang Plate (Presented) One mile
and a quarter: RHONE.

The Awa Cup (Presented) One mile:
HARMONY.

Amoy Stakes, \$10 each, One mile and a
quarter: TITCAT.

GREATEST CRUISE ON RECORD.

New York, Wednesday, Dec. 11.

All America is watching with the keenest
interest the preparations which are being made
at Hampton Roads, the important naval base in
Virginia, for the greatest naval cruise on record,
when sixteen battleships will make the voyage
from the Atlantic to the Pacific. Hampton
Roads is the scene of the famous battle between
the Merrimack and the Monitor.

The voyage, which begins on Monday next,
has been the subject of strenuous opposition.
It has been alleged that such a change in the
venue of the fleet can only be interpreted by
Japan, with whom there are still diplomatic
difficulties, as a threatening demonstration.
But the critics have been overborne, and the
fleet is to sail.

The sixteen great warships are now swinging
at their anchors in a long line, and they will be
personally reviewed on Monday morning by the
President, who will pass from ship to ship in
his official yacht, the Mayflower.

It is no mean task which has been set Admiral
Evans and the 13,000 officers and men under
his command. They have to take sixteen of the
largest and most up-to-date battleships in the
world on a full dress parade extending over
nearly 14,000 miles.

Tons of stores have been placed on board the
fleet for the consumption of the 13,000 men dur-
ing the voyage. These include the following:—

5,000 tons of fresh beef,
25,000 tons of dehydrated vegetables,
5,000 tons of flour,
440,000 dried eggs,
8,000 bushels of fresh potatoes,
100,000 lbs. of condensed milk,
500,000 lbs. of tinned fruit,
400,000 lbs. of peas.

Vast stores of coal have been prepared on the
route of the voyage, totalling upwards of
250,000 tons, a large portion of it being
supplied in British ships. Here is the itinerary
which has been arranged for the voyage:—

LEAVE. ARRIVE.
Hampton Roads Dec. 16 Trinidad Dec. 23
Trinidad 28 Rio Janeiro Jan. 10
Rio Janeiro 16 Punta Arenas 26
Punta Arenas Jan. 31 Callao Feb. 13
Callao Feb. 19 Magdalena Bay Mar 5
Magdalena Bay Apr. 5 San Francisco Apr. 10

SOME UNCONVENTIONAL
NEWSPAPERS.

A reference in the *Westminster Gazette* to the
Jubilee Number of the *Chung Yui San Po*
(the Chinese "Daily Press"), elicited from a
correspondent of the London Journal the
following interesting note:—

"The *Chung Yui San Po*, which, as you
announce, recently celebrated its jubilee by
appearing on scarlet pages, has had many quite
unconventional predecessors. Some years ago
a M. brasse newspaper printed one of its issues
on wall-paper. 'Having run all our white paper
through,' was the humorous explanation, and
we are using up the wall-paper given us, and only
the office-towel left.' When the stock of white
printing-paper in the Island of Trinidad once
ran out the Port of Spain *Gazette* made a
brilliant appearance on mauve paper, with a
bright yellow inside supplement, followed by an
issue printed on carmine paper, with a magenta
supplement; a Cape newspaper was once
published on brown paper the normal use of
which was for parcels; and two successive issues
of a native journal of Ahmedabad were a
brilliant yellow and a dark green. Even more
remarkable was *Le Mouchette de Pêche Potique*,
a French daily paper, which was printed on
linen, and served the double purpose of a news-
paper and a handkerchief."

SITUATION IN PORTUGAL.

THE DICTATOR INTERVIEWED.

The special correspondent of the "Daily
Mail" has had an interview with Senator
Francisco, the Portuguese Premier who, now that
Parliamentary Government has been abolished,
is Dictator.

As to the situation, the correspondent remarks
that for six months the Portuguese have been
without a Parliament, and yet not a penny
the worse. Certainly there are no symptoms
of revolution. Save for the politician and the
journalist life is unchanged. The King
remains firm. Senator Francisco is undaunted by
threats; the Portuguese royal gossamer with his
father to show the world that they are on
good terms.

Senator Franco, in the course of the interview,
said:—"I am not opposed to a Parliament. I
had a six and a half months' trial of work with
Parliament. When political parties give proof
of their intention not to abuse the machinery of
the constitution, we shall be prepared to restore
representative institutions. Meanwhile, the
dictatorship is not directed against political
opponents. It is purely administrative. Our
first duty, is to establish our finances on a sound
basis."

Now can doubt that money is the root of
evil in Portugal. Patriots and politicians may
prate of the Constitution, but financiers know
the cause and extent of the mischief. They
watch with interest the efforts of the Dictator,
who with a stroke of the pen abolished sinecures
worth £24,000 a year. The Dictator is at least
impartial; for he has reduced by £8,000 the
annual allowance of the Queen-Dowager. On
the other hand, he has increased the Civil List,
and thereby avoided the manipulation of
accounts calculated to discredit the Throne.
He has also added to the pay of officers in the
Army. "I wish to purify the Parliamentary
system by removing the temptation to divide
the spoils of office," said the Dictator.

CALIFORNIA AND ASIATIC
IMMIGRANTS.

PROTEST AGAINST EXCLUSION.

San Francisco, December 5th.

At Marysville, yesterday, the convention of
California fruitgrowers unanimously adopted a
memorial to Congress demanding that the
Chinese Exclusion Act be repealed, and that a
fixed liberal number of Chinese "and an equal
number of Japanese be admitted into the United
States on the same conditions as those applying
to immigrants from Europe."

The speakers declared that it was impossible
to obtain white labour that they could depend
upon for work in orchards, vineyards, &c. The
memorial says that the industries concerned are
threatened with extinction, and adds:—"We
affirm that there is absolutely no evidence that
the States in the West ever suffered industrial
or economic injury from the presence of Chinese
here prior to the Exclusion Law. We reject
the theory of assimilation, holding that when
non-assimilating labour is engaged in this non-
competitive work it relieves us of a strain upon
our racial and

THE ACME
OF PERFECTION IN MANUFACTURE!
Reliable
Remarkably smooth motion. — Noiseless change of gear.
The most comfortable and the most tasteful Design.

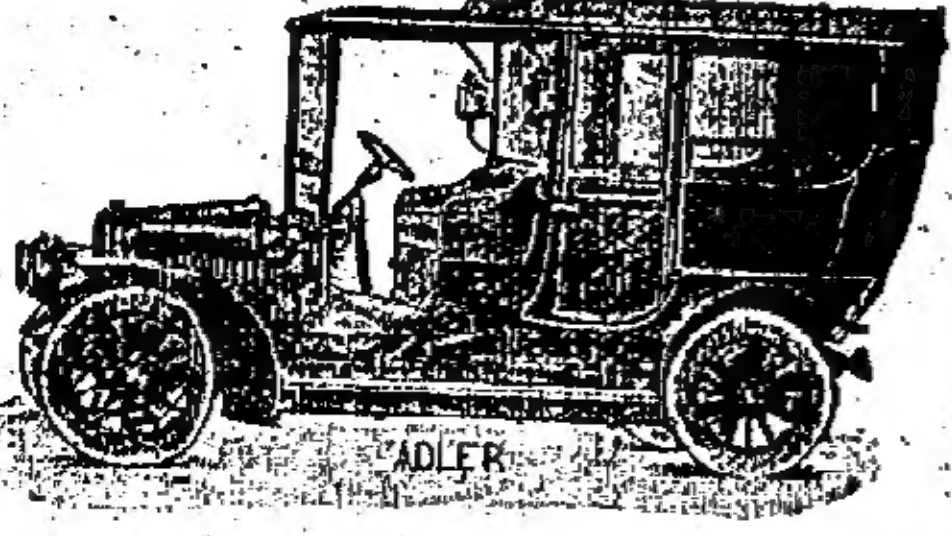
Adler

Two Cylinder 4/5 H.P. AND 8/14 H.P.
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LOUIS T. LEONOWENS LD., Bangkok. 178

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Hongkong, 1st January, 1908. 119

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MOTOR NOTES FROM HOME.

[Written for the Hongkong Daily Press.]

London, Nov. 29th.
THE GREAT SHOW QUESTION.

The aftermath of the Olympia Exhibition is a controversy which bids fair to occupy the columns of the motoring, and other papers, for some time to come. A "no-show" movement was started in the second week of the Show, and a petition asking the Society of Motor Manufacturers and Traders not to hold any Show next year was signed by a number of those who see no good in Shows that have been or are to come. The reasons advanced against the Show were, briefly, those stated in the concluding of my last letter. At a meeting of those interested held at Olympia, however, the general consensus of opinion was that these exhibitions are beneficial to the motoring industry, and the public, generally, and this view was upheld by a big voting majority. On this, the management of the Motor Show took immediate action, and booked Olympia for corresponding dates in 1908 and 1909, securing an option on the hall for 1910 and 1911. The Show is, thus, a certainty for the next two years at least. But this, of course, will not close the discussion. It will, probably, stimulate the controversial propensities of the leaders of the opposition. It is, nevertheless, a fact that orders at the Show are reported to have been fewer than last year; though it may be said, as against this, that it is not now so necessary to place your orders so far in advance as was formerly the case, and that buyers, being aware of this, do not hurry in "putting their orders through, preferring to take their time in making selections. Still, as regards the better known firms some of these did very well indeed. I was told, on good authority, that one British firm booked orders to the extent of nearly £500,000, representing some 1,000 cars of this firm's make.

CONCERNING THE CHEAP CAR.
A correspondent, whilst kind enough to appreciate my efforts to make these notes of interest to the motorist in the East, thinks better success might be achieved by devoting greater attention to the question of the "cheap" car. Well, this is precisely what I have, among other things, most in mind. The question, of course, is what is intended to be conveyed, in this connection, by the term "cheap." It is difficult to enthuse over the car costing less than, say, £200. Personally, I do not care much for such cars. I would much prefer a motor-bicycle, with side or fore car, a good tri-car, or "quad." The cheapest four-wheeled car on the market at present is the "O.T.A.V.," of which the Junior Motor Car Company, of Jermy St., W., are the agents. This is a 5½ h.p. single-cylinder, two-seater, with hood, and wire wheels, capable of doing 25 to 30 miles per hour on the level, 3 speeds forward, no reverse, petrol consumption (roughly) one gallon to 40 miles. Price 95 guineas. The "O.T.A.V." is a very handy little run-about for anyone who merely needs a small car to get round town, the plantations, or from bangalow to office and back. The "O.T.A.V." also, is very simple in construction, and is pretty good at hills.

EDISON BLUFF.
There is, however, going to be no such cheapness as has been hinted at in some of the papers, following upon the use of the "new" Edison storage battery, when we shall get a first-class electric bromham of practically unlimited horse-power, at a couple of hundred pounds or so. This accumulator—or whatever it is, reports differ—is stated to have solved the problem of providing an almost infinitely great power at an almost infinitely small cost. Does it need to be said that most of these reports are mere "hunkum"? The battery in question is that invented a few years back, and it has not produced the results anticipated. So far as any real information goes, there is no evidence whatever that it has done, or is going to do, any of the wonderful things attributed to it by the sensational press.

THE PARIS SALON EXHIBITION.
The great event in the motor world following upon Olympia, is the Paris Salon Exhibition. A good deal of information, "forecast," and other, is to hand, from which it is possible to gather a fair idea as to the conditions there. The attendance is said to have, so far, been larger than the previous year, and what has been said of Olympia may apply, almost in the same terms, to the Salon. The small cars, and voltmobiles, in which some readers seem to be chiefly interested are very prevalent. Several are priced at about £200.—the "Passe-Partout" for instance. But, after all is said to the credit of the voltmobile, it is impossible to be quite sure of sound construction and material at such low prices. If there is a growing public demand for cheap cars, much more care will have to be taken in their construction and design than in the case now.

TOWARDS UNIFORMITY.
There is the same general tendency towards uniformity in design. The larger firms do not depart much from what have come to be considered as now uniform practice, and, if as some still have it, standardisation is as far off as ever, nevertheless the same well-tried principles are adhered to more and more. Live-axle drive continues to rise in favour, but the adoption of the oil-bath chain cover tends to give the chain-drive a new lease of life. This principle is to all intents and purposes, the same as that of the oil-bath gear cases for bicycles, and its advantages are too obvious to need enlarging upon. As regards sales, there is a falling-off in the matter of big priced vehicles, and a larger demand for an average of 15-20 h.p.

NON-SKIDS.
An excellent catalogue has been issued by the Valudis Non-Skid Motor Tyre Company, of 190 Victoria Street, Westminster. The Valudis Company's specialities are their unpuncturable leather non-skids, vulcanised to the tyre by cold process, and detachable non-skids which are

easily fitted to, or detached from, either new or worn tyres. The Valudis horn and attachment by means of which the rubber bulb, always a nuisance in the tropics, is dispensed with. This is a useful device and will not easily get out of order. It is one of the best I have seen for strength, simplicity and smartness of appearance.

ELASTICS.
The Elastics filling has, evidently, come to stay, and good things continue to be said of it on every hand. The Dunlop Pneumatic Tyre Co., Ltd. have undertaken the selling agency in the United Kingdom. The new movable flange rim introduced by the Elastics Company, has now made it possible for use in any tyre which are in fairly good condition. The ability to fill used tyres should divert a lot of new business to the Company.

SOME NOTEWORTHY SALES.
A noteworthy sale at Olympia was a 23 h.p. 6 cyl. Lanchester car to H.H. the Jam Sahib of Nawangan (Prince Ranjitsingh), who visited the Show. Incidentally, he purchased three or four other cars for his suite. Other Eastern orders are a 25 h.p. seven-seater Daimler car for the Rajah of Malhol through the Bombay Motor Car Company, Ltd., and a 4-16 h.p. E.I.A.T. landaulet delivered to the Maharaja of Mysore.

PORT ARTHUR COURT-MARTIAL.

The court-martial on General Stössel, R. S. Fock, and Smirnov, in connection with the defence and surrender of Port Arthur, opened in the vast hall of the Army and Navy Club, which was crowded with officers. General Stössel appeared in uniform, wearing the St. George's Order. The other prisoners were in uniform.

The Court consists of nine officers, under the presidency of General Dikmashoff. General Gursky appears as prosecutor on behalf of the Crown. The Court sat behind a long table beneath the Tsar's portrait, the prisoners being seated on their right. General Stössel being nearest the judges. General Stössel's senior counsel is M. Tirliaoff, a member of the Duma. There are 150 witnesses, all of whom took part in the war, including Generals Kurapatkin, Wirr, and Gregorovich, and numerous other generals and admirals, who occupied two rows of chairs. General Nadein, who is ill, was one of the few absentees. Admiral Birleff, ex-Minister of Marine, was also present in court when the indictment was read.

In opening the proceedings, General Dikmashoff, the president, said: "The Court has before it charges of illegal conduct on the part of the chief officers at Port Arthur, conduct which led to a capitulation dishonourable to a brave garrison and humiliating to Russia."

The reading of the indictment lasted four hours, and did not finish till next day. During the longest interval, General Kurapatkin conferred in an animated manner with General Smirnov. General Stössel was surrounded by military friends.

The most dramatic moment of the day was when the witnesses walked in, conjuring up, as they did, a picture of the conflicts and differences between the leading personalities in Port Arthur during the final stages of the siege.

The fact that General Biderling is one of the judges, and General Kurapatkin one of the witnesses, whilst General Rensunkamp was among the public, accentuates the significance of one of the most remarkable trials in the annals of the army.

THE HUMAN MACHINE.

HOW IT GETS OUT OF ORDER, AND HOW IT MAY BE PUT RIGHT BY MOTHER SEIGEL'S SYRUP.

In the finely-tuned mechanism of the human body each process is so dependent on the next, that when one fails, your whole system is affected. And the most important process of all, the foundation of health, the very ground-work of life itself, is digestion. When this fails, nervousness, and naturally you become weak and ailing. Your liver breaks down in sympathy with your stomach, and the horrors of biliousness seize you. Then your bowels become constipated for want of the natural laxative which the liver should supply and arising from these three causes—indigestion, biliousness and constipation—poison your blood and ruin your health. Mother Seigel's Syrup purifies or cures indigestion by strengthening your stomach, liver and bowels and restoring them to perfect efficiency.

Here is an example: Mrs. Jane Davis, 39, Herbert Street, Harbury, Carlisle, writing first on April 17th, 1906, says:—"I used to vomit till I was utterly worn out. I had pains in my stomach even after the vomiting, and fearful headaches. I could eat nothing, and had no rest night or day, though worn out with fatigue. But Mother Seigel's Syrup cured me."

"I gain, on May 6 h. of the current year, Mrs. Davis writes: "It is four years now since Mother Seigel's Syrup cured me, and I am still well and strong. I have never suffered since."

Mother Seigel's Syrup cures Indigestion, Biliousness, Constipation, Headache, Wind, and all the other ills that arise from a disordered state of the digestive system.

Mother Seigel's Syrup is now also prepared in Tablet form, and sold under the name of Mother Seigel's Syrup Tablets.
PRICE 2/9.—ONE SIZE ONLY. 67-2

LATEST STEAMER MOVEMENTS.

The N.Y.K. str. *Totomi Maru* (Bombay Line) left Moji for this port on the 8th inst., and is expected here on the 13th inst.

The N.Y.K. str. *Kyushima Maru* left Singapore for this port on the 8th inst., and is expected here on the 15th inst.

The Indo-China str. *Kunming* left Calcutta for this port via the Straits on the 7th inst., and may be expected here on or about 23rd inst.

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Hongkong, 13th November, 1907. 2-1

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It is proof that you need Abbey's Salt, the stomach regulator, and need it badly.

A dose of Abbey's Salt before breakfast will quickly drive these ill feelings away and set you right within an hour.

Sold in two sizes by all Chemists and Stores, and by Watkins, Ld., and A. S. Watson, Ltd., Hong Kong.
The Abbey Fruit Saline Co., Ltd.,
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When the doctor cheerfully observes "You have now only to hurry up and get back your strength," he feels that you are at least on a safe road. When Hall's Coca Wine is suggested as a help, you find it a bit different from the stimulant, evil-tasting drugs—a delightful, palatable beverage that soon revives all the sparkle and zest of life. Hall's Coca Wine is a marvellous restorative—with it at hand the uncertainty of convalescence disappears, for health and robust strength soon return. 60-5

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 BENCLEUCH, British str., 2,879, G. McMillan, 9th January—Singapore 2nd Jan., General—Gibb, Livingston & Co.
 DELHI, British str., 4,723, J. D. Andrews, R.N.R., 9th January—Shanghai 7th Jan., General—P. & O. S. N. Co.
 DRIVANIA, British str., 4,785, T. H. Hida, R.N.R., 9th January—Bombay 23rd Dec., and Singapore 4th January, Mails & General—P. & O. S. N. Co.
 HAILAN, French str., 377, Anderson, 9th Jan.—Pakhoi & Hoihow 7th January, General—A. R. Marly.
 KAWACHI, Japanese str., 3,782, H. Idenwa, 9th Jan.—Singapore 3rd Jan., General—Nippon Yusen Kaisha.
 KOBE, American str., 5,651, Samuel Sandberg, 9th Jan.—San Francisco 10th Dec. via Japan Ports and Shanghai 7th Jan., Mails and General—Pacific Mail Steamship Co.
 LIENSHING, British str., 1,043, Wright, 9th January—Chefoo and Weihaiwei 3rd Jan., General—Jardine, Matheson & Co.
 LINAN, British str., 9th January—Canton.
 PETCHAMUI, German str., 2,160, E. Wolf, 9th January—Bangkok 24th Jan., Rice and Salt—Butterfield & Swire.
 POLYPHYMUS, British str., 3,661, J. Chimes, 9th January—Singapore 2nd Jan., General—Butterfield & Swire.
 WINGSONG, British str., 1,517, Walker, 8th January—Wulu and Chinkiang 4th Jan., General—Jardine, Matheson & Co.

CLERANCES
 At the Harbour Master's Office.
 9th January.
 Fukura Maru, Japanese str., for Moji.
 Glenison, British str., for Haiphong.
 Himsay, British str., for Taku.
 Soshi Maru, Japanese str., for Swatow.
 Wingsong, British str., for Canton.

DEPARTURES
 9th January.
 CEYLON MARU, Japanese str., for Singapore.
 FEICHING, Chinese str., for Shanghai.
 GEMANIA, German str., for Manila.
 HANOI, French str., for Haiphong.
 HAINAN, Chinese str., for Canton.
 J. D. Andrews, R.N.R., German str., for Hoihow.
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 PHUMPHUN, British str., for Saigon.
 PHOTONOT, German str., for Bangkok.
 SCANDIA, German str., for Singapore.
 SINGAN, British str., for Hoihow.

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 IS TO BE HELD
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As an inducement to Hongkong residents to participate in this important event besides enjoying a holiday of reasonable length we have decided to despatch our Steamer "RUBI" on FRIDAY, 31st instant, in the evening instead of at Noon on SATURDAY. The Steamer will, therefore, reach Manila early on MONDAY morning, and in order that the full week's festivities may be enjoyed we shall not despatch the steamer from Manila until SUNDAY morning, 9th February, at daylight. Steamer will reach Hongkong again on the afternoon of TUESDAY, 11th February.
 We have arranged a special fare for this round trip of \$50, and we shall allow passengers to remain on board during the stay in Manila for \$10 per day inclusive. We trust to secure sufficient passengers to justify our having offered this inducement.
 For further particulars, apply to the undersigned.
 SHEWAN, TOMES & Co.,
 General Managers,
 Hongkong, 18th December, 1907. 1908

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Capt. A. E. Hodgins, will be despatched for the above ports TO-DAY the 10th inst., at 10 A.M.

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Hongkong, 7th January, 1908. 162

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE

THE Company's Steamship

"AUSTRIA".

Capt. Gillhuber, will leave for the above places on or about SATURDAY, the 18th inst.

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Hongkong, 9th January, 1908. 3

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1. From Green Island to the Harbour Master's Office 2. From Harbour Master's Office to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	FLAG & REG.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	DELHI	Brit. str.	—	J. D. Andrews, R.N.R.	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON & ANTWERP	NILE	Brit. str.	—	E. P. Marlin	P. & O. S. N. Co.	About 15th inst.
LONDON & ANTWERP	YINGHIRE	Brit. str.	—	Malchow	SHAW, TOMES & Co.	About 7th February.
LONDON & ANTWERP	DORTMUND	Ger. str.	k.w.	Ailand	HAMBURG-AMERIKA LINE	On 14th inst.
LONDON & ANTWERP	SALEZ	Frans. str.	—	Filler	MYSSAGHIES MARITIMES	On 21st inst., at 1 P.M.
LONDON & ANTWERP	HAMBURG	Ger. str.	k.w.	Wagner	HAMBURG-AMERIKA LINE	On 30th inst.
LONDON & ANTWERP	SIAM	Swed. str.	—	Deinet	HAMBURG-AMERIKA LINE	Middle of January.
LONDON & ANTWERP	C. F. PERD. LAESZ	Ger. str.	—	Vahel	HAMBURG-AMERIKA LINE	On 13th inst.
LONDON & ANTWERP	ARAGONIA	Ger. str.	k.w.	Habel	HAMBURG-AMERIKA LINE	On 13th inst.
LONDON & ANTWERP	VANDALIA	Ger. str.	k.w.	E. Malchow	HAMBURG-AMERIKA LINE	On 14th February.
LONDON & ANTWERP	SAXONIA	Ger. str.	k.w.	E. Tarabochia	HAMBURG-AMERIKA LINE	On 15th inst., at Noon.
LONDON & ANTWERP	P. E. FRIEDRICH	Ger. str.	—	SANDER, WIELER & Co.	SHAW, TOMES & Co.	About 16th inst.
LONDON & ANTWERP	NIPPON	Aus. str.	—	Thompson	STANDARD OIL CO.	On 14th inst.
LONDON & ANTWERP	INDRAPURA	Am. str.	—	Cowley	DODWELL & Co., Ltd.	On 20th inst.
LONDON & ANTWERP	ERBOLL	Brit. str.	2 m.	D. Mori	CANADIAN PACIFIC R. CO.	About 25th inst.
LONDON & ANTWERP	SHIMODA	Brit. str.	—	P. T. Helms	CANADIAN PACIFIC R. CO.	On 16th inst., at 4 P.M.
LONDON & ANTWERP	JEROME	Brit. str.	—	W. von Senden	CANADIAN PACIFIC R. CO.	On 23rd inst., at Noon.
LONDON & ANTWERP	MONTEAGLE	Brit. str.	1 m.	W. B. Brown	DODWELL & Co., Ltd.	On 23rd inst., at Noon.
LONDON & ANTWERP	KUMERIC	Am. str.	—	Jarvis	TOYO KISEN KAISHA	Sometime in March.
LONDON & ANTWERP	KASATO MARU	Jap. str.	—	Malchow	GIBB, LIVINGSTON & Co.	On 25th inst., at Noon.
LONDON & ANTWERP	EMPIRE	Brit. str.	—	T. Suruga	BUTTERFIELD & SWIRE	On 30th inst., at Noon.
LONDON & ANTWERP	PRINZ WALDEMAR	Ger. str.	—	W. O. Jones	BUTTERFIELD & SWIRE	On 1st Feb., at 4 P.M.
LONDON & ANTWERP	CHINGTU	Brit. str.	1 m.	T. H. Hida, R.N.R.	JAYA-CHINA-JAPAN LINE	Quick despatch.
LONDON & ANTWERP	TILAWONG	Dut. str.	—	S. M. Reynolds	BUTTERFIELD & SWIRE	On 13th inst., at 4 P.M.
LONDON & ANTWERP	HANGCHOW	Brit. str.	1 m.	Wright	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
LONDON & ANTWERP	TUNHAN	Brit. str.	1 m.	L. D. Northcombe	BUTTERFIELD & SWIRE	To-day, at 8 A.M.
LONDON & ANTWERP	SOSHU MARU	Brit. str.	—	P. Grosch	HAMBURG-AMERIKA LINE	To-morrow, at 4 P.M.
LONDON & ANTWERP	KWONGSANG	Brit. str.	—	F. Northcombe	HAMBURG-AMERIKA LINE	On 12th inst., at 4 P.M.
LONDON & ANTWERP	TONGSANG	Brit. str.	—	Gillhuber	SANDER, WIELER & Co.	On 13th inst., at 3 P.M.
LONDON & ANTWERP	LIENSHING	Brit. str.	—	M. B. Lake	JARDINE, MATHESON & Co., Ltd.	On 13th inst., at 4 P.M.
LONDON & ANTWERP	CHANGCHOW	Brit. str.	1 m.	H. A. Hards	BUTTERFIELD & SWIRE	On 14th inst., at 4 P.M.
LONDON & ANTWERP	SAXONIA	Ger. str.	k.w.	A. E. Hodgins	BUTTERFIELD & SWIRE	About 15th inst.
LONDON & ANTWERP	SHANGHAI	Brit. str.	1 m.	H. S. Smith	MELOCHERS & Co.	On 16th inst., at 4 P.M.
LONDON & ANTWERP	SHANGHAI	Brit. str.	1 m.	Spink	SANDER, WIELER & Co.	About 18th inst.
LONDON & ANTWERP	SHANGHAI	Brit. str.	k.w.	T. Meyerick	JARDINE, MATHESON & Co., Ltd.	On 21st inst., at 4 P.M.
LONDON & ANTWERP	SHANGHAI	Brit. str.	—	Fraser	SHAW, TOMES & Co.	To-morrow, at 4 P.M.
LONDON & ANTWERP	SHANGHAI	Brit. str.	—	A. Sommerville	JARDINE, MATHESON & Co., Ltd.	On 21st inst., at 4 P.M.
LONDON & ANTWERP	SHANGHAI	Brit. str.	—	R. Almond	BUTTERFIELD & SWIRE	On 15th inst., at 4 P.M.
LONDON & ANTWERP	SHANGHAI	Brit. str.	1 m.	A. W. Outerbridge	BUTTERFIELD & SWIRE	On 21st inst., at 4 P.M.
LONDON & ANTWERP	SHANGHAI	Brit. str.	1 m.	G. H. Penzance	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
LONDON & ANTWERP	SHANGHAI	Brit. str.	1 m.	Mathias	BUTTERFIELD & SWIRE	Middle of January.
LONDON & ANTWERP	SHANGHAI	Brit. str.	—	F. Sembill	MELOCHERS & Co.	On 15th inst., at Noon.
LONDON & ANTWERP	SHANGHAI	Brit. str.	—	Dini	CARLOWITZ & Co.	To-morrow, at 3 P.M.
LONDON & ANTWERP	SHANGHAI	Brit. str.	—	Cox	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 3 P.M.
LONDON & ANTWERP	SHANGHAI	Brit. str.	—	W. E. Sawoe	DAVID SASSON & Co., Ltd.	On 28th inst., at 3 P.M.
LONDON & ANTWERP	SHANGHAI	Brit. str.	—	H. Koops	JAYA-CHINA-JAPAN LINE	Quick despatch.

CANADIAN PACIFIC RAILWAY, COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.
 BE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 DAYS ACROSS THE PACIFIC TO THE "EMPIRE LINE," SAVING 5 TO 10 DAYS' OCEAN TRAVEL.
 11 DAYS YOKOHAMA TO VANCOUVER.
 15 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).	TONS	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPIRE OF INDIA" 6,000	...	THURSDAY, 18th Jan.	3rd Febr.
"MONTEAGLE" 6,133	...	WEDNESDAY, 23rd Jan.	22nd Febr.
"EMPIRE OF JAPAN" 6,000	...	THURSDAY, 15th Febr.	2nd March
"EMPIRE OF CHINA" 6,000	...	THURSDAY, 12th March	30th March
"EMPIRE OF INDIA" 6,000	...	THURSDAY, 9th April	27th April
"MONTEAGLE" 6,133	...	WEDNESDAY, 22nd April	16th May

"EMPIRE" Steamers will depart from HONGKONG at 4 P.M. Intermediate Steamers at 12 Noon.
 THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co's NEW PALATIAL "EMPIRE" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 24 days from YOKOHAMA and 29 days from HONGKONG.
 Hongkong to London, let Class via St. Lawrence River Lines or New York £71.10
 Intermediate on Steamers 240, " 242.
 and 1st Class Railways.

First Class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" carry Intermediate-passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Recked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Route, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Prays opposite Blake Pier.

7

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP

TONS. CAPTAIN. FOR. SAILING DATE.

ZAFIRO 2540 Fraser Manila On 11th January, 1908

RUBI 2540 R. W. Almond. Manila On 18th January, 1908

For Freight or Passage apply to SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 9th January, 1908. 14

HONGKONG-NEW YORK-BOSTON.

AMERICAN ASIATIC STEAMSHIP COMPANY

FOR NEW YORK AND BOSTON VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

S.S. "INDRAPURA" On 14th January, 1908.

For freight and further information apply to SHEWAN TOMES & CO., GENERAL AGENTS.

Hongkong, 1st January, 1908. 15

HAMBURG-AMERIKA LINE. PASSENGER SERVICE.

BY the new steamers, "REHENANIA," "HAMBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided WITH ONLY LOWER BERTHS. The cabins are amply fitted with furniture. Laundry on board. Doctor and Stewardesses carried. These steamers call at MARSEILLES and PLYMOUTH homeward, at SOUTHAMPTON and at NAPLES outward.

In addition to these boats the steamers "SCANDIA" and "SILESIA" carry first-class passengers. Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples, Southampton or Hamburg.

OUTWARDS.

FOR SHANGHAI, KOBE & YOKOHAMA

* REHENANIA 22nd Jan. 1908

* HOHENSTAUFEN 22nd Febr. 1908

HOMEWARD.

FOR THE STRAITS COLOMBO, ADEN, SUEZ, PORT SAID, MARSEILLES, PLYMOUTH, HAVRE, & HAMBURG.

* HAMBURG 30th Jan. 1908

* REHENANIA 29th Febr. 1908

* HOHENSTAUFEN 28th March, 1908

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD:

SAXONIA FOR SHANGHAI, KOBE & YOKOHAMA 13th Jan.

SIKANG FOR SHANGHAI, KOBE & YOKOHAMA 14th Jan.

SLAVONIA FOR SHANGHAI, KOBE & YOKOHAMA 17th Jan.

AMBRIA FOR SHANGHAI, KOBE & YOKOHAMA 20th Jan.

* REHENANIA FOR SHANGHAI, KOBE & YOKOHAMA 22nd Jan.

BRASILIA FOR SHANGHAI, KOBE & YOKOHAMA 2nd Febr.

NEXT SAILINGS HOMEWARD:

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIPOLI, GENOA, PORT in the LEVANT, BLACK SEA and Baltic Ports, NORTH and SOUTH AMERICAN PORTS. Also via Aden or Port Said by the "ARABIC" Persian Service to Arabian and Persian Gulf Ports.

ARAGONIA HAVRE, BREMEN & HAMBURG 13th Jan.

DORTMUND ANTWERP, ROTTERDAM & HAMBURG 14th Jan.

VANDALIA HAVRE & HAMBURG 19th Jan.

* HAMBURG MARSEILLES, PLYMOUTH, HAVRE & H'BURG 30th Jan.

C. F. PERD. LAESZ ROTTERDAM & HAMBURG 4th Febr.

SAXONIA HAVRE & HAMBURG 14th Febr.

* Special attention of intending Passengers is drawn to the splendid accommodation of this Steamer. Saloon and cabins amply fitted with the latest improvements. Daily qualified Doctor and Stewardesses carried. Laundry on board.

12

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamers. Tons. Captain. Sailing Date.

* KUMERIC 6,232 Cowley On 28th January, 1908.

* SHAWMUT 6,805 E. V. Roberts On 21st February, 1908.

* TREMONT 9,605 T. W. Garlick On 17th March, 1908.

* SUVERIC 6,232 W. Shotton On 8th April, 1908.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

* The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to DODWELL & CO., LIMITED, GENERAL AGENTS, QUEEN'S BUILDINGS.

Hongkong, 1st January, 1908. 8

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON, THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELHI".

Captain J. D. Andrews, R.N.R. carrying His Majesty's Mails, will be despatched from this for Bombay &c. on SATURDAY, the 11th January at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MONGOLIA", 8,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "EGYPT", due in London on 22nd February, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 31st December, 1907. 1

NAVIGAZIONE GENERALE ITALIANA.

(Florida and Rubattino United Companies.)

STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn and Genoa also Venice and Trieste, all MEDITERRANEAN,

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	DEVANHA	Noon, 10th Jan.	Freight and Passage.
LONDON VIA USUAL PORTS	DELHI	Noon, 11th Jan.	See Special of Call.
LONDON and ANTWERP	NILE	About 15th Jan.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 10th January, 1908

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	YUNNAN	On 10th Jan. 4 P.M.
AMOI & SHANGHAI	KWELIN	On 11th Jan. 4 P.M.
SAIGON	KANCHOW	On 12th Jan. D'light
HOIHOW and HAIPHONG	HUPBH	On 12th Jan. D'light
TSINGTAI and CHEFOO	HANGCHOW	On 13th Jan. 4 P.M.
SHANGHAI	CHANGCHOW	On 13th Jan. 4 P.M.
SHANGHAI	LIAN	On 14th Jan. 4 P.M.
MANILA	SHAOHSING	On 14th Jan. 4 P.M.
CEBU and ILOILO	TEAT	On 14th Jan. 4 P.M.
SHANGHAI	SUNGKIANG	On 15th Jan. 4 P.M.
MANILA	YCHOOW	On 16th Jan. 4 P.M.
CEBU and ILOILO	TAMING	On 21st Jan. 4 P.M.
MANILA	KALFONG	On 21st Jan. 4 P.M.

MANILA ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, ROBERT LAUNCESTON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

EAST ASIATIC CO., LD., COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD., GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE, and COPENHAGEN	"SIAM"	Middle of January.
SHANGHAI, YOKOHAMA and KOBE	"PETRONIA"	On 16th January.

For Further Particulars, apply to MELOHERS & CO., AGENTS.

NORDDEUTSCHER LLOYD. BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ EITEL FRIEDRICH"	Wednesday 15th Jan. at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ HEINRICH"	About Wednesday 15th January.
MANILA, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ WALDEMAR"	Thursday, 30th Jan. at Noon.
KUDAT and SANDAKAN	"BOENBO"	Middle of January.

For further Particulars, apply to

NORDDEUTSCHER LLOYD, MELOHERS & CO.

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 9th January, 1908.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
SHANGHAI VIA SWATOW, AMOI and FOCHOW	"SOSHU MARU"	FRIDAY, 10th Jan. at 8 A.M.
TAMUI VIA SWATOW, AMOI and FOCHOW	"JOSHIN MARU"	SUNDAY, 12th Jan. at 9 A.M.

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon, Amidships, Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 9th January, 1908.

T. ARIMA, Manager.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIKINI	JAPAN	First half of Jan.	JAVA PORTS	First half of Jan.
TJIMAH	JAPAN	First half of Jan.	JAVA PORTS	First half of Jan.
TJIBODAS	JAPAN	First half of Febr.	JAVA PORTS	First half of Febr.
TJULATJAP	JAPAN	First half of Febr.	JAVA PORTS	First half of Febr.
TJILIWONG	JAVA	First half of Febr.	JAPAN	First half of Febr.
TJIPANAS	JAVA	Second half of Febr.	JAPAN	Second half of Febr.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

YOKO BUILDINGS, 1st Floor.
Hongkong, 7th January, 1908.

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
MANILA	"YUENSANG"	Friday, 10th Jan. 4 P.M.
SINGAPORE & SOERABAYA	"CHUNGANG"	Saturday, 11th Jan. 3 P.M.
SHANGHAI	"KWONGSANG"	Saturday, 11th Jan. 4 P.M.
SHANGHAI	"TINGSANG"	Sunday, 12th Jan. D'light
SHANGHAI	"LIENSANG"	Sunday, 12th Jan. 3 P.M.
MANILA	"LOONGSANG"	Monday, 13th Jan. 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"NAMSANG"	Tuesday, 21st Jan. 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Tuesday, 24th Jan. 3 P.M.

REDUCED FARES TO STRAITS AND CALCUTTA.
Hongkong to Singapore 1st Class, Single \$ 65. Return \$100.
Penang " " " 85. " 130.
Calcutta " " " 165. " 250.

These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Cheloo, Tientsin, via Chingwantan and Yangtze Ports.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., GENERAL MANAGERS.

Hongkong, 10th January, 1908.

THOS. COOK & SON, ESTABLISHED 1841.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, ETC.
TICKETS ISSUED TO ALL PARTS OF THE WORLD.

BAGGAGE COLLECTED, SHIPPED and FORWARDED at LOWEST RATES.
FOREIGN MONIES EXCHANGED.
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED.

Full information on Application.
Head Office for the Far East: 16, DES VUEX ROAD, HONGKONG.
Japan Office: 14, WATER STREET YOKOHAMA.

VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
Calling at TIMOR, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship

"EMPIRE."

Captain Helms, will be despatched at above on SATURDAY, the 25th inst., at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., AGENTS.

Hongkong, 7th January, 1908.

REGULAR STEAMSHIP SERVICE

WITH LIBERTY TO CALL AT MALAKA (COAST).

FOR BOSTON AND NEW YORK.

S.S. "SEYMOUR" ... 8th February.

For Freight and further information, apply to DODWELL & CO., LD.

Hongkong 8th January, 1908.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"PALAWAN."

FROM ANTWERP, LONDON, MALTA, PORTSAID, SUEZ and STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 13th inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 7th January, 1908.

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "ST. PATRICK."

FROM NEW YORK AND STRAITS.

CONSIGNEES of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 31st inst. or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst. at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD., AGENTS.

Hongkong, 4th January, 1908.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, HULL, LONDON and STRAITS.

THE Steamship

"GLENROY."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 13th inst. will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, where they will be examined on the 13th inst. at 11 A.M.

No claims will be recognized if not presented within 14 days of the ship's arrival.

Bills of Lading will be countersigned by MCGREGOR BROS. & GOW.

Hongkong, 7th January, 1908.

S.S. "YARRA"

COMPAGNIES DES MESSEAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London and other Ports are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after Tuesday, the 14th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 14th inst. or they will not be recognised.

All damaged packages will be examined on TUESDAY, the 14th inst., at 3 P.M.

No Fire Insurance has been effected.

J. MILLET, Agent.

Hongkong, 7th January, 1908.

NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPT PORTS every fortnight. For Freight and further particulars, apply to

DODWELL & CO., LIMITED
General Agents for China and Japan.
Hongkong, 4th August, 1898.

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK"
A.I. A.B.C., and Engineering Code Used
NEW DOCK NOW OPEN.

DOCK No. 3.
Extreme Length... 722 feet.
Length on Blocks... 714 "

Width of Entrance on Top... 88 "
Width of Entrance on Bottom... 88 "
Water on Blocks at Spring Tide 34 "

DOCK No. 1.
Extreme Length... 623 feet.
Length on Blocks... 613 "

Width of Entrance on Top... 88 "
Width of Entrance on Bottom... 88 "
Water on Blocks at Spring Tide 64 "

DOCK No. 2.
Extreme Length... 571 feet.
Length on Blocks... 561 "

Width of Entrance on Top... 88 "
Width of Entrance on Bottom... 88 "
Water on Blocks at Spring Tide 22 "

PATENT SLIP.
Suitable for vessels up to 1,000

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING, REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK of MATERIAL is always kept on hand.

The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P. specially built for SALVAGE PURPOSES equipped with necessary gear, always ready for service.

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MERCHANT NAVY
NAVY BOILER
LONG FLAX
RELIANCE CROWN
TARPAULING
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1894

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